

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY ROUTE MATTERS
New Public Road Connection
Resolution S-710
04-SCI-101 KP R36.8/R38.8
(PM R22.9/R24.1)

CTC Meeting: July 19-20, 2000

Prepared by:
Robert L. Buckley
Program Manager
Design and Local Programs
(916) 654-3858

Agenda Item: 2.3b(1)

Original Signed by Jim Nicholas for
W.J. EVANS, Deputy Director
Finance
July 1, 2000

NEW PUBLIC ROAD CONNECTION

RECOMMENDATION

Submitted to the California Transportation Commission are Resolution S-710 and maps of the location on State Highway Route 101. The County of Santa Clara and the City of San Jose have requested approval of a new public road connection to Route 101. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Deputy Director, Project Development. The resolution grants approval of a new public road connection as an interchange to Route 101 in the County of Santa Clara, near the City of San Jose, at Kilo Post R37.6 (Post Mile R23.4).

The new connection request is part of a larger project, the North Coyote Valley Industrial Park. A Project Study Report was completed in 1986. A Project Report was completed in 1991 and followed by a Supplemental Project Report that was approved in 2000. The CEQA process has been satisfied by certification of the Environmental Impact Report prepared by the City of San Jose after public circulation and a hearing. The EIR and Addendum to the EIR were prepared in accordance with the State Guidelines and City of San Jose Environmental Regulations and the Addendum is the appropriate document for the current proposed project.

Original Signed by _____

Recommended by: BRENT FELKER, Deputy Director Project Development

Background

This portion of Route 101 was adopted into State Highway System as a freeway on February 24, 1961. The Freeway Agreement was executed on September 21, 1971. An interchange at Bailey Avenue was included in the original proposal for this section of Route 101. During the processing of the environmental document the freeway project was reduced in scope and the Bailey Avenue interchange was eliminated. However, the right-of-way for the interchange was purchased prior to the reduction in scope of the freeway project. A superseding Freeway Agreement to eliminate the Bailey Avenue Interchange was executed on September 11, 1978.

In 1986 a Project Study Report (PSR), prepared on behalf of the City of San Jose, was submitted to Caltrans to obtain approval for the Bailey Avenue. The PSR was approved on March 21, 1986. In addition a PSR was prepared on behalf of the City of San Jose in 1988 and submitted to the State for approval of an interchange at Coyote Valley Parkway approximately 1.4 kilometers to the north. This PSR also included an auxiliary lane in each direction between the two interchanges and was approved on January 12, 1988.

In 1991, the City Of San Jose as Lead Agency prepared an Environmental Impact Report for construction of the Bailey Avenue interchange and for program-level environmental clearance for the Coyote Valley Parkway interchange. The City hired an engineering firm to prepare a Project Report that was approved by the State in November 1991. Construction plans, specifications and estimate (PS&E) for the Bailey Avenue interchange were completed to approximately 90% level. The State and the City negotiated a Draft Co-operative Agreement for construction of the Bailey Avenue Interchange. However this agreement was never executed and design of the project was terminated due to a shortfall in developer funds.

The only substantial regional improvement since 1991 has been the completion and opening of Route 85 which intersects Route 101 about 4.5 kilometers north of the proposed Bailey Avenue interchange. The Route 85 interchange was funded by Santa Clara County Measure A and opened in 1994.

The 1996 Santa Clara Measure A/B half-cent sales tax program has a project to widened Route 101 in this area to six or eight lanes. The eight-lane configuration would incorporate a high-occupancy vehicle (HOV) lane. A Project Study Report, Project Report and Environmental Document are being prepared for the widening. Construction is scheduled to commence in early 2002 and be completed by 2004.

Proposal

The new connection project is part of the City of San Jose's larger project to construct the North Coyote Valley Campus Industrial Area (NCVCIA). When the NCVCIA is fully developed it is expected to provide 16.7 million square feet. The new connection project consists of a structure over Route 101, two off-ramps, two on-ramps, auxiliary lanes and the construction of Bailey Avenue within the existing right-of-way. Temporary construction easements (TCE) to accommodate relocation of a local water conveyance canal are needed. These TCEs will be granted to the City of San Jose and will be purchased from the Santa Clara Valley Water district (SCVWD) with non-State or Federal funds. The current estimated cost of the highway project is \$14,404,000. It is proposed that \$18 million in IIP State-only funds be provided for the project in a STIP Amendment 98S-107, Agenda Item 2.1a.(12).

The proposed structure over Route 101 will provide two standard width lanes in each direction with standard width outside shoulders, a variable width median and a 1.5 meter sidewalk on both sides of the structure. The

northbound off-ramp will be a single 3.6-meter lane exit. The loop on-ramp to northbound Route 101 will provide two lanes of traffic merging into a single lane entrance. Ramp metering facilities will also be provided on this on-ramp. The off-ramp from southbound Route 101 will provide two 3.6-meter lanes and a 400-meter auxiliary lane preceding the ramp. In the future the auxiliary lane will extend northerly and connect to the proposed Coyote Valley Parkway interchange. The southbound Route 101 on-ramp will consist of two 3.6-meter lanes merging into a single lane entrance with a 300-meter auxiliary lane. Ramp metering facilities are part of the design for this ramp. Bailey Avenue will be constructed from Monterey Road across Coyote Creek and Route 101 and connect to the Malech Road cul-de-sac east of the freeway.

An HOV preferential lane is included on the southbound on-ramp in the proposed project. For the northbound on-ramp, a Ramp Metering Policy Exception has been approved on April 10, 2000, to allow two SOV lanes to better accommodate near-term volumes in the off-peak direction. The ramps are designed in accordance with the Ramp Meter Design Manual. The northbound on-ramp can be restriped to include an HOV preferential lane if desired in the future. In addition the structure over Route 101 has been designed to facilitate the construction of HOV preferential off-ramps to Bailey Avenue from HOV lanes in the median. The design of this project will include ramp storage and other features consistent with the Ramp Meter Design Manual. Facilities for ramp metering, CCTV and off-ramp detector loops are included.

Existing landscaping located on the east side of Route 101 will be removed by the construction. It will be replaced in-kind and erosion control, consisting of straw, hydroseeding, hydromulching and stabilization emulsion, is provided on all graded areas.

Bicycle lanes are accommodated within the proposed 2.4-meter shoulders on Bailey Avenue. A bicycle and hiking path exists along the east bank of Coyote Creek, the Coyote Creek Park Chain. The trail will cross Bailey Avenue west of the interchange under the Coyote Creek Bridge and parallel to the east abutment. The bike trail is designed to HDM Class 1 bikeway standards.

The Santa Clara Valley Water District also requested a connection from Bailey Avenue to the east bank of Coyote Creek for maintenance and emergency vehicle access. This access is incorporated into the bike path.

The proposed new connection at Bailey Avenue will accommodate traffic generated by development of the North Coyote Valley Campus Industrial Area (NCVCIA). The City analyzed this interchange in the mid-1980's and again in 1990-91 to provide access for the anticipated development in the NCVCIA. Consistent with the City's plans for the area, a development entity, Coyote Valley Research Park LLC, has proposed development of 6.6 million square feet of office research and development, assembly and light manufacturing uses on approximately 688 acres in NCVCIA. Upon approval of the development project by the City it is anticipated that the development project will be acquired and occupied by Cisco Systems.

The total cost for the combined projects has been estimated at \$50 million. The City of San Jose, with developer contributions, was to fund the project, but \$18 million in IIP State-only funds is requested via Agenda Item 2.1a(12) to assist in funding the project. The City will be responsible for all of the project development activities at no cost to the State, except that the State will provide project oversight at no cost to the City. The City, under an encroachment permit issued by the State, will administer the construction contract.

Without the Bailey Avenue interchange freeway-bound traffic to and from the proposed development will exceed the capacity of local streets, intersections and the other interchanges to the north and south along Route 101.

Coordination

The original project report, approved November 1, 1991, addressed a proposed new interchange on Route 101 at KP R37.6 (PM R23.4) for the extension of Bailey Avenue, in San Clara County near the City of San Jose. The City held a public hearing on November 20, 1991, after circulation of the DEIR by the City. The EIR was certified. An Addendum to the EIR was prepared by the City and approved by the City Council on February 9, 1999. The Addendum does not require a public hearing. The FHWA has reviewed this project and determined that the required environmental clearance will be limited to State jurisdiction under the requirements of the California Environmental quality Act (CEQA). This approval for a CEQA-only process was given in a letter from FHWA to the State dated November 23, 1987.

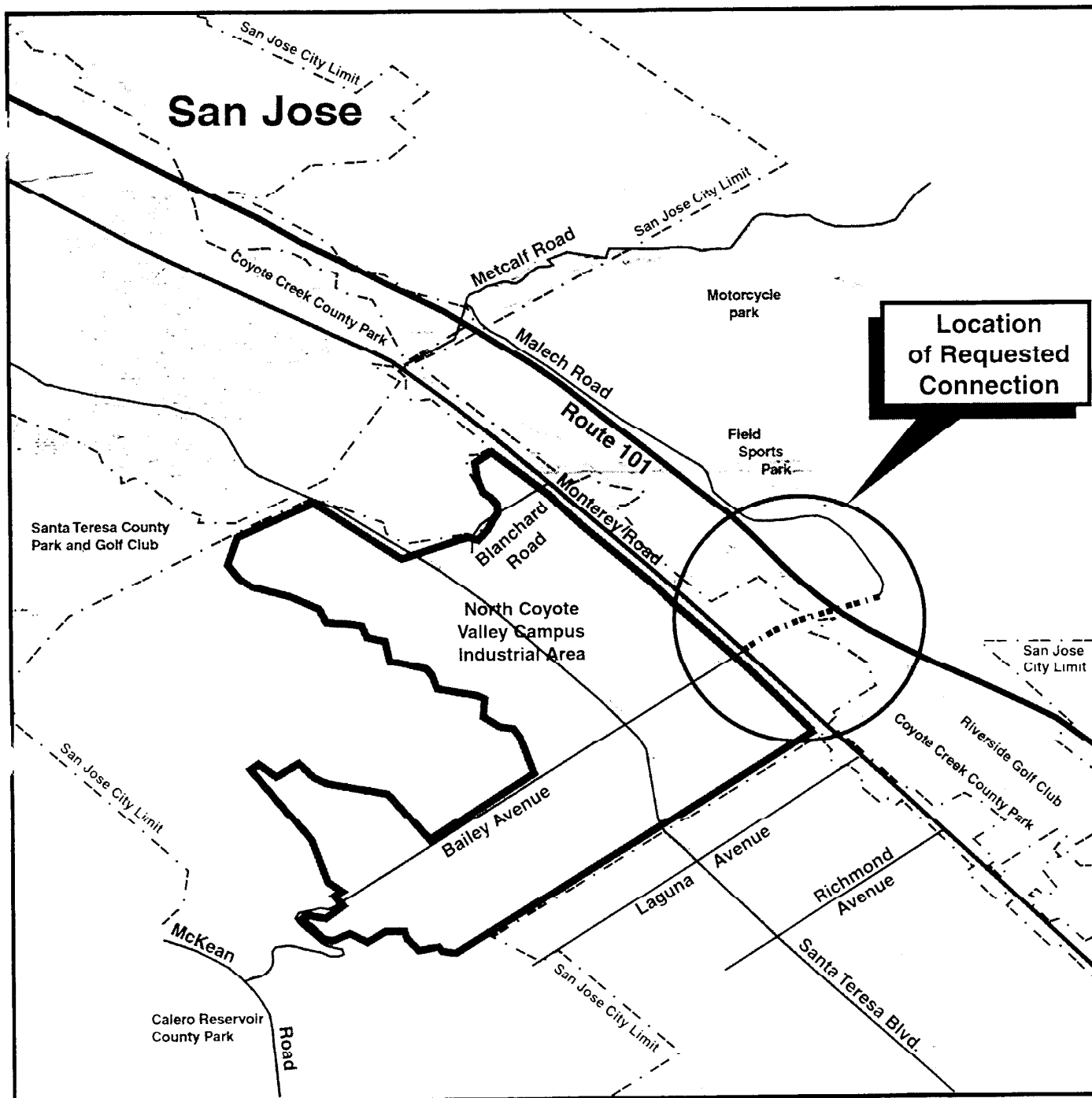
A Supplemental Project Report, approved May 17, 2000, was prepared to update cost and programming information and to provide consistency with current standards. A design exception was granted for the northbound off-ramp. As a result, the Santa Clara Valley Transportation Authority has stated that they will obtain Board of Director approval to work with the State to program a project in the 2006 STIP that will address possible impacts of this design exception.

Draft Cooperative Agreements between the City of San Jose and the State covering the Project Development and Construction phases will formalize respective obligations for this project. All State oversight, review and coordination costs will be at State expense. Consultants, retained by the City, have prepared the PS&E for the new-public-road-connection project. A separate cooperative agreement will be prepared covering the construction phase. The City under an encroachment permit will administer the construction contract. Maintenance responsibilities within the State's right-of-way will be defined in a maintenance agreement.

The new public road connection portion of the project proposes elimination of up to 450 meters of the existing Coyote Canal on the east side of Route 101. This area may be considered under the jurisdiction of the U.S. Army Corps of Engineers under Section 404(b)(1) of the Clean Water Act. In addition, riparian vegetation may be removed near several existing culvert entrances. Consequently these areas may be subject to an U.S. Army Corps of Engineers Nationwide permit, Regional Water Quality Board Certification, and or Department of Fish and Game Streambed Alteration Agreement. An U.S. Army Corps of Engineers Permit, Regional Water Quality Board Certification, and a Department of Fish and Game Streambed Alteration Agreement may also be required for the extension of Bailey Avenue over Coyote Creek on the west side of Route 101. The City will be responsible for obtaining all of these permits.

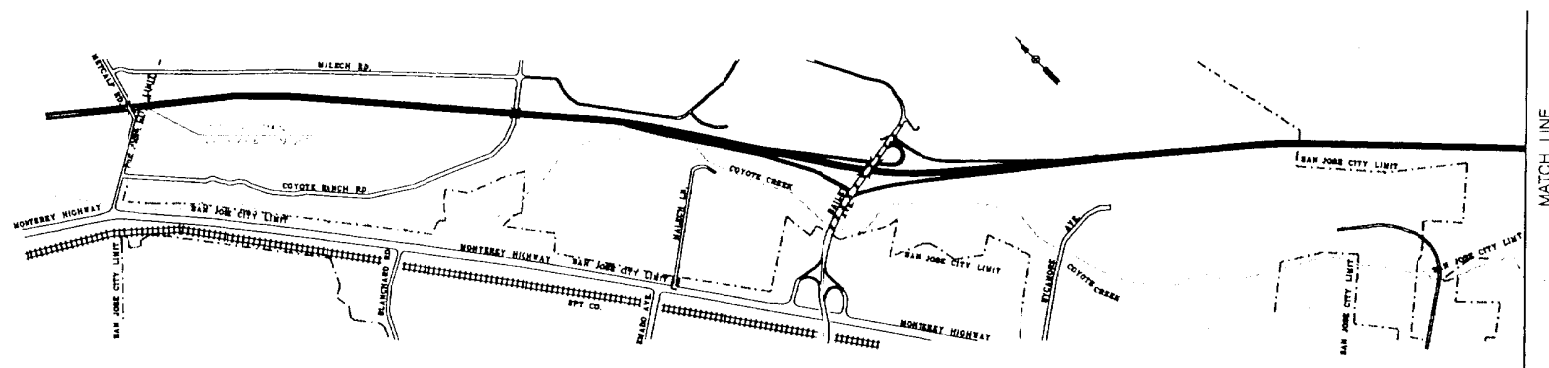
Conclusion

The new connection is needed to mitigate the traffic impacts created by the development of the North Coyote Valley Campus Industrial Area.



04-SCL-101

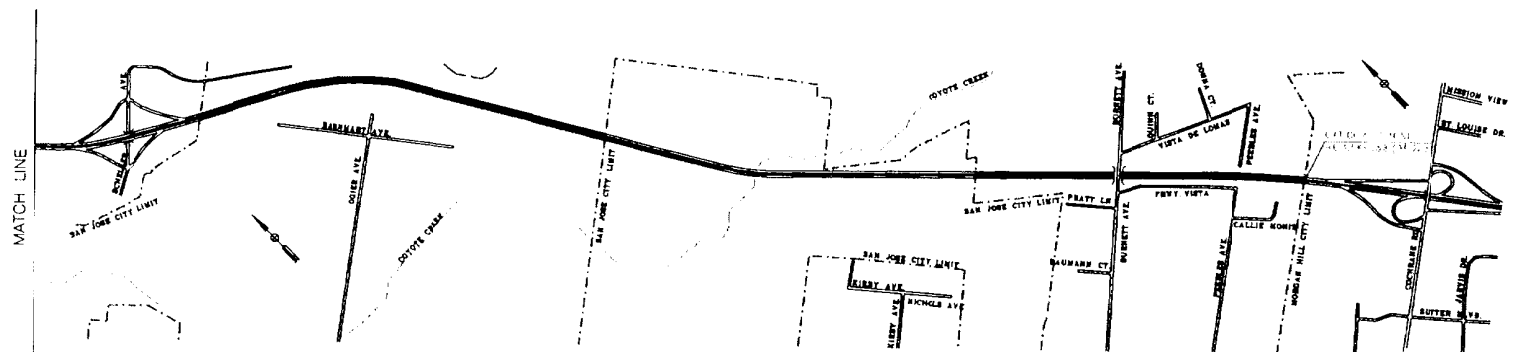
EXHIBIT A
SHEET 1 OF 2



LEGEND
 ——— FREEWAY AND CONNECTIONS
 - - - - - R/W & CONSTRUCTION BY OTHERS

Scale 1:20000


STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 4-SCL-101 KP 89.3/40.6 IPW 10.2/85.21
FREEWAY
IN THE COUNTY OF SANTA CLARA
 On Route 101 from the Morgan Hill City Limit
 at 3.6 km north of Cochran Road
 to the San Jose City Limit
 at 31 km north of Kelley Avenue



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
4-9CL-101 KP 20.3/40.6 (PM 18.2/25.2)
FREeway
IN THE COUNTY OF SANTA CLARA
On Route 101 from the Morgan Hill City Limit
at 0.6 km north of Cochrane Road
to the San Jose City Limit
at 3.1 km north of Bailey Avenue

LEGEND

 FREEWAY AND CONNECTIONS

 R/W & CONSTRUCTION by OTHERS

Scale 1:20000

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution Authorizing
A New Public Road Connection
To the Freeway
04-SCI-101 KP R37.6 (PM R23.4)**

Resolution Number S-710

WHEREAS, the City of San Jose has a project to construct the North Coyote Valley Campus Industrial Area which requires a new connection to the State Freeway to be called the Bailey Avenue Interchange; and

WHEREAS, the City of San Jose has caused to be completed a Project Study Report in 1986, a Project Report and a Supplemental Project Report in 1991 and 2000 respectively to identify the impacts of connecting Bailey Avenue to Route 101; and

WHEREAS, the City of San Jose has completed an Environmental Impact Report in compliance with the California Environmental Quality Act and the state CEQA Guidelines; and

WHEREAS, a superseding Freeway Agreement for Route 101, showing an interchange at Bailey Avenue and specifying that the cost of construction for such intersection shall be borne by the City, will be executed by the County of Santa Clara following authorization by the Board of Supervisors at their August 8, 2000, meeting; and

WHEREAS, the California Transportation Commission has considered the information contained in the Environment Impact Report at this meeting; and

NOW, THEREFORE, BE IT RESOLVED by the Commission that it hereby authorizes a new public road connection to Route 101 at Bailey Avenue, Kilometer Post R37.6 (Post Mile R23.4), in the County of Santa Clara; and